

Mails.

NORDDEUTSCHER LLOYD,

BRICKEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dewes	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON-HAFEN and SYDNEY	"MANILA" Capt. E. Gathemann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Isoko	About SATURDAY, 19th May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	Rebutat	24th May, P.M.	
MARSEILLES, VIA PORTS	OCEANIAN	Sellier	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE	Lancelotti	7th June, P.M.	
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	8th June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interceptors meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th May, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 2 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Siever	MANILA	Immediate despatch.

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 6th May, 1909.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbor and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Tyle Screw Tonnage are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favorably with that of any port in the world.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Bantle,

A. I. and Watkins.

Yokohama, May 21st, 1909.

To Let.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

NO. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 12th May, 1909.

TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD. A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 15B, DES VUEX ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE. No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"
C/o Hongkong Telegraph.

Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT, E. D. SASSON & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & CO., LD.
Hongkong, 13th May, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years Old 5.50

QUINQUINA? QUINQUINA? DUBONNET?

FRENCH STORE.

Sole Agent.
Hongkong, 30th April, 1909.O. G. MOOSA,
1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS

IN VARIOUS COLORS.

MOUSQUETIERE GLOVES

IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEL-
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S
UNDERCLOTHINGS.Samples on application, Coast
Port orders carefully executed.

Hongkong, 16th September, 1908.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in this, by all Chemists, etc., everywhere.

BENGER'S
FOOD

NATIONAL EFFICIENCY IN CHINA.

In his efforts towards the reconstruction of national ideals and the regeneration of national life the wise reformer will always reveal a conservative instinct. Indeed the absence of this conservative trait is the one distinction which marks the revolutionary from the true reformer, while its presence is the sufficient assurance of a sane and steady progress. Many interested observers of events in China, as they have measured the meagre performance of her Government by the fulsome promises of her reformers, have shown considerable impatience with the very obvious failures and conspicuous shortcomings of Chinese officialdom. So much is this impatience felt that there are not wanting those who are ready to say that in this Empire, as now constituted politically, "dwelleth no good thing" and that the first step towards a better future is to "sweep it all away." But it is well to remember that a nation which would build sure must build slow. Chinese reformers are more blameworthy for saying too much, than for doing too little. The great task before the reformer in China is to learn what it is possible and wise to conserve, and his aim ought to be to discover rather what it is necessary, than what it is possible to cut away. Too great a break with the past, as the experience of these days in Turkey may serve to illustrate, is a weakness and a very certain source of political trouble.

In the sphere of education China has a unique opportunity to make use of her age-long experience, and by adapting her time-honoured methods to the demands of the age there seems no reason why she should not secure to herself for national service the best and most efficient of her sons. Strangely enough she appears unwilling to trust the very system which she originated and taught other nations to use with the greatest of benefit to themselves, and she is to-day suffering from the ill-effects of a system which she has herself created for which she has all the remedy in her own hands. The system of competitive examination which had served China through so many centuries has proved a failure in her management, not because the system was a bad one, but because it was applied on too narrow a scale and in too ignorant a manner. So far as it went, it produced men of culture whose knowledge of certain things was phenomenal. That they were inefficient in other and more practical things was not due to their native incapacity but to the mass of useless learning with which they had been encumbered. That a change was very necessary goes without saying; the question is whether the change which has taken place is altogether for the good. Generally speaking it could be assumed that a degree man under the old system was, at least, a thorough Chinese scholar. At the present time in China there are crowds of Chinese using degrees which appear to be the sign manual of anything rather than learning. Sign boards on all hands announce that men bearing the magic letters, M.D., after their names are practising Western medicine, officiating enough on the strength of a diploma from a hospital where they have received an inadequate training from an overworked staff of doctors. Bachelors of Arts are to be discovered galore, whose attainments in their own and western learning are equally unsatisfactory. These are nevertheless very useful members of the educated community and could fill subsidiary posts with advantage. But their unfettered use of degrees is raising a false standard of learning in China.

Now, it is possible for this country to solve the whole problem of an educational standard, and many other serious problems, such as the discovery of truly efficient men for the government service, at the same time, by inaugurating a system of examination in Western subjects on the lines of the old system. By adding to the number of available, well-educated Chinese, prominent educationalists, missionary, and otherwise, such as are now available all over this Empire, to form Boards of Examiners, attainments in Western learning might be standardized by examination and a graduated system of valid degrees established, by means of which reputed scholarship could be put to the test. Degrees from well known Western universities might be recognized, but graduates from all centres of learning outside these should be forced to take the national examination or remain outside such benefits as its degrees might ensure. Something of this kind is fast becoming a necessity in order to protect the credulity of this people in regard to Western learning from being imposed upon by those who have, in reality no other credentials to offer than a mere trip to Japan or a short period of study at a foreign managed school. It is necessary to the successful working of such a scheme as is here proposed that it be conducted in an entirely impartial manner by men whose fairness is above reproach, and that no such thing as a religious test should be imposed on any of the candidates. That some such system will eventually be forced upon the country in its own interest is hardly doubtful, and there are signs that the Government is already becoming uneasy as to the results of much of the so-called Western learning with which the nation is being flooded. But the rulers of China have yet to prove that they are sufficiently enlightened to have grasped all the points of the problem as it presents itself clearly to other eyes.—N. C. D. News.

AN APPEAL

THE SUPERIORESS of the ITALIAN CONVENT, CAHNE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Collared Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any FANCY or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters of the Convent.

Hongkong, 16th April, 1909.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1/4 U.M. below. Indicates a Typhoon to the North-East of the Colony.
3. A DRUM. Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
7. A BALL. Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. II. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gip Rock.	Abandon.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tin Kai.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

T. G. FINE,
Director.

Hongkong, 16th April, 1909.

Intimations.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

CHINA.

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

CRUSHED STRAWBERRY
CELESTE BLUE
BRONZE GREEN
and
ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

THE "POLO" SCOTCH LACE
YARDS LONG

At 5.00 per pair

is strongly recommended as a strong and inexpensive, good washing Curtain, in white only.

We also stock these Curtains at 6.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.50 in white and ecru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and Bordered, Madras in white and ecru

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN

SPOT BOOK MUSLINS

and

EMBROIDERED SWISS.

POWELL'S

ALEXANDRA BUILDINGS.

and

23, Queen's Road.

Hongkong, 12th May, 1909.

For Sale.

FOR SALE.

Just Unpacked
AN ASSORTMENT OF
FLOWER SEEDS
FROM LONDON PER LAST ENGLISH MAIL.

BEST AMERICAN
SUGAR CORN SEEDS
FROM CALIFORNIA
ALL IN PACKETS.

10 Cents each.

Apply to—
GRACE & CO.,
No. 27, Des Vaux Road.
Hongkong, 13th May, 1909.

FOR SALE.

"ADLER"

TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters.

AND

Rent out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central,
Hongkong.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag
ex Factory.

SHEWAN TOMES & Co.,
General Managers,
Hongkong, 16th August, 1908.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARQUER STREET,

HONGKONG.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRUGS (TASTELESS) FORM.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR,

but without running a doctor's bill or falling into

the clutches of quackery, may safely, speedily and

economically cure himself without the knowledge of a

second party. By the introduction of

THE NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in the

department of medical science, whilst thousands

have been restored to health and happiness who

for years previous have been merely dragging out a

misericordable existence.

THERAPION NO. 1—The Sovereign

Remedy for rheumatism, neuralgia, sciatica, and

all those complaints which surround the

lumbago, sciatica, neuralgia, sciatica, and

all those complaints which surround the

lumbago, sciatica, neuralgia, sciatica, and

all those complaints which surround the

lumbago, sciatica, neuralgia, sciatica, and

all those complaints which surround the

lumbago, sciatica, neuralgia, sciatica, and

all those complaints which surround the

lumbago, sciatica, neuralgia, sciatica, and

GERMAN NEW GUINEA.

GOVERNOR'S NEW ORDER RESPECTING
IMMIGRATION.

The Governor of German New Guinea has issued an order respecting the immigration and introduction of non-indigenous natives. This notifies that non-indigenous natives may only immigrate or be introduced into the Protectorate of German New Guinea by the ports that are open to foreign traffic. Any one who wishes to introduce such natives under a definite labour contract otherwise than by the ports that are open to foreign traffic must obtain the written permission of the registration authorities (Meldendehs) of the port of entry. Shipmasters must present to the registration authorities of the port of entry a list of the non-indigenous natives to be landed there. Every indigenous native immigrating into the Protectorate must within three days after landing report himself to the authorities of the port and make a statement for the purposes of identification. Thereupon a certificate will be given to him. If a person who is under the obligation to report himself leaves the Protectorate or changes his domicile with the Protectorate from one district to another he must announce his arrival and departure in the same manner.

CHINESE POST OFFICE
RETURNS.

DR. MORRISON'S APPRECIATION.

London, April 17.

Under yesterday's date the Peking correspondent of the Times wires as follows:—

The report on the working of the Imperial Chinese Post Office in 1908 has been completed. Again, as last year, the operations show an unprecedented expansion. The improvement of the organisation, the facilitation of inter-provincial communication and the acceleration of delivery by a courier service working day and night then noted can again be recorded. The postal routes now cover 88,000 miles, of which 68,000 are courier lines. High credit is due to the Postal Secretary and the small body of foreign employees scattered over the Empire for training the Chinese employees and organising this remarkable extension of an efficient service.

The only regrettable feature of the administration is the method of compiling the statistics according to the Chinese, and not the foreign year. In 1907, in deference to Chinese wishes, the antiquated Chinese calendar was substituted for the foreign calendar, in which all the Customs reports had been compiled since the institution of the Customs. By this calendar the year ended on January 1st, the previous year having ended on February 1st in 1908. The number of post offices open in 1907 was 176. There were 2,803 open in 1907, and 3,493 in 1908. The number of postal articles handled in 1907 was 10,000,000. The number was 16,000,000 in 1907, and 22,000,000 in 1908. The number of parcels was 127,000, weighing 250 tons, in 1907, 1,920,000, weighing 5,500 tons, in 1907, and 2,445,000, weighing 27,155 tons, in 1908.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their freight circular of 15th inst.:—

The freight market has remained in much the same position as last reported, though owing to scarcity of tonnage, actual chartering has been confined to a somewhat smaller compass than during the preceding fortnight.

Business from Saigon to this has continued devoid of animation, "liners" being sufficient to handle the few cargoes offered. As, however, at time of writing the local rice market shows signs of improvement, outside tonnage is sure to be wanted before long.

There has been renewed chartering from Saigon to Philippines on basis of 24/17 cents according to quantity. Several further orders remain on the market and will be difficult to fill, as the South is at present practically bare of suitable, small-sized vessels.

From Saigon to Java slight inquiry has been showing for forward dates, but owners' and charterers' ideas proved too widely different to allow of business resulting.

India has had the first sugar shipments of the season to North China ports, two steamers having been taken up at fair rates. Further chartering transactions seem probable, as the new crop is described as an excellent one.

The recent feverish activity from Yangtze ports has slightly abated, still there are sufficient stocks of rice left to warrant the further employment of "outside" tonnage in addition to "liners." Several steamers have been time-chartered up North and quite a number are being employed there tripping in the salt trade, securing profitable rates of freight.

From Newchwang to Canton another fixture has taken place at 30 cents for usual part cargo. Exporters of benzoin Newchwang and Tientsin have during the last few days materially raised their prices, and in consequence chartering has temporarily come to a standstill.

Coal freights from Japan ports continue to rule firm with more demand for tonnage. Fixtures reported to Hongkong at \$2 and \$1.10, and to Canton at \$1. Hongkong to Chinkiang has a settlement at \$1.25.

Sail Tonnage Loading or to Load:—For Baltimore and New York—Brit. bark *Alcedo*, 2,042 tons net reg., arrived May 2nd.

Sail Tonnage Disengaged:—None.

Departure of Sailer:—None.



SLEEPING DRAUGHTS NOT NEEDED NOW.

GENTLEMAN IN JAVA CURED OF
INSOMNIA AND INDIGESTION BY
Dr. Williams' Pink Pills.

Insomnia or Sleeplessness is a common symptom of Nervous Dyspepsia. It is usually a sure sign that the Digestion is out of order, and suffers from it are often also afflicted with Constipation, Headaches, pains in the back or beneath the shoulder blades, Heart Palpitation, Melancholy, Nervousness, and a general sense of feebleness or debility.

No greater mistake could be made by victims of insomnia than the taking of sleeping draughts, for, once started, the use of these poisonous drugs may become a habit, extremely harmful, and also exceedingly difficult to break away from. The proper way to cure Sleeplessness is to remove the cause of it. The blood requires purifying, the organs of digestion need strengthening, the nervous system needs bracing up. As has been demonstrated over and over again during the past twenty years, Dr. Williams' Pink Pills for Pale People, the world-famous blood-builder and Nerve Tonic, are eminently the medicine for this purpose, and this fact is proved conclusively once again by the testimony of Captain M. C. de Vos of Batavia, Java, regarding the cure of his wife.

Captain de Vos, who, since his retirement from the Dutch East Indian Army, has been filling the important position of Inspector to the Batavia branch of the Dordrecht Life Assurance Co., recently spoke as follows:—

"About eight months ago, when my wife was residing at the Hague in Holland," said he, "she suffered greatly with Sleeplessness, bad digestion, and Constipation. After the least excitement or unusual exertion she could not sleep, and for eight months she led a wretched existence on account of this and the other ailments I have mentioned."

"The doctor, who was an old friend of ours, prescribed different medicines for Mrs. de Vos but they gave her no relief. It was a friend to whom she was lamenting about her distressful condition who recommended her to use Dr. Williams' Pink Pills. Although having no confidence in them my wife was thus persuaded into giving these Pills a trial, but finding that the first bottle of them did her so much good her distrust gradually changed into hope."

"Our house physician, attributing the improved condition of my wife's health to the wholesome effects of his treatment, continued to give her medicines, but these were simply concealed, whilst the use of Dr. Williams' Pink Pills was regularly continued until, after the use of the third bottle of them, my wife was declared by our doctor to be completely cured. Needless to say, when shown his own untouched medicine bottles and told that Dr. Williams' Pink Pills had been the sole means of my wife's cure he was greatly surprised, and although he then attributed her recovery to 'suggestion' this did not matter to Mrs. de Vos or myself, for ever since then she sleeps well. I permit you to use this testimony as freely as you please."

For all ailments arising from an impure or impoverished condition of the blood Dr. Williams' Pink Pills for Pale People are a proved remedy. They are likewise famous as the great specific for all disorders of the nervous system. Among the many maladies arising from these causes which they have cured are Anæmia, Debility, Early Decay, Indigestion, Liver Complaint, Headaches, Malaria, Paralysis, Beri-Beri, Rheumatism, Sciatica, Boils and Skin Eruptions generally, as well as those special ailments which so greatly trouble ladies between youth and middle-age. Obtainable at most shops where medicines are sold, Dr. Williams' Pink Pills for Pale People can also be had direct from Dr. Williams' Medicine Co., 8 B Kinkaid Road, Shanghai, at \$1.50 mex per bottle or 6 bottles for \$8/- mex post free.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HANE
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES.

Also Agents for
FERGUSON'S SPECIAL CREAM
and
P. O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 16th March, 1909.

Intimations.

JARDINE, MATHESON & CO., LTD.
IT is hereby notified that Mr. JOHN JOHNSTONE has been Authorized to Sign on behalf of our Company "Per Procuration" as from this date.
JARDINE, MATHESON & CO., LTD.
Hongkong, 15th May, 1909. [415]

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VEAUX ROAD CENTRAL (lately occupied by Madams' [19]).
Hongkong, 29th April, 1909. [376]

NOTICE.

M. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write to care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.
Hongkong, 27th February, 1909. [210]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VEAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & Co.
25th May, 1899.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th August, 1908. [44]

THE DRAPERY EMPORIUM,

1, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE

USEFUL ARTICLES

OR

CLOTHING, FANCY GOODS

and TOYS

AT

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACCAS, HOSIERY, ENGLISH AND AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.
Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909. [346]

BENGER'S Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in
Gins by Chemists, etc.,
everywhere.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 18th May, 1909, at 11 A.M., at The Hongkong and Kowloon Wharf and Godown Company's Godowns, Kowloon,
ex S.S. "SCANDIA"

767 Bales PAPER,
203 Bales CELLULOSE,
40 Bales FIBRE,
AND
25 Bales WOOLLEN YARN,
(All more or less damaged by sea water).

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.
Hongkong, 12th May, 1909. [409]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Abdulla*.

From Australia, ex S.S. *Mongolia*.

From Calcutta, ex S.S. *Scilla*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.
Hongkong, 12th May, 1909. [4]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th May, 1909. [411]

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA."

Captain Porzelius, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the God

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL, AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO. LIMITED, HONGKONG DISPENSARY AND KOWLOON DISPENSARY. Hongkong, 17th March, 1909.

NOTICE. All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$6 per annum. WEEKLY—\$18 per annum. The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional 1s. 6d. per quarter is charged for postage. The postage on the weekly issue in any part of the world is 2s. 6d. per quarter. Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 17, 1909.

THE BRITISH BUDGET.

The fact that in the near future the Government of Hongkong will be under the necessity of raising additional revenue in order to meet the financial requirements of the Colony and to provide for the loss sustained by the drastic policy contemplated in connection with the opium trade lends peculiar interest to the Budget proposals which have been submitted this year by the Chancellor of the Exchequer to the House of Commons. While the conditions prevailing in the United Kingdom are entirely different to those in Hongkong it is probable that the general principles laid down will be followed in the Crown Colonies, where they do not affect the question of the "open port" policy. Most people will agree that to adopt the war-cry of the tariff reformers and establish what is called "protection" in Hongkong would be attended with fatal results so far as the prosperity of the port is concerned. More and more it is becoming evident that Chinese statesmen are straining every effort to retain Chinese trade in Chinese hands. The swing of the pendulum shows how at Canton it is the desire and aim of the Provincial Government to build up that centre of industry and commerce as an exporting and importing entrepot of trade and so to secure the importance of Hongkong as a

distributing port. One of the recent Viceroy's did not hesitate to affirm that it was his supreme object to reconstitute Canton as the real Southern capital of China in trade affairs and, as a matter of fact, he had inaugurated a policy of administrative reform which had this end in view. That he was unable to carry his principles into effect was due to ulterior causes, which we have recited on previous occasions, and to the changes in Imperial Government officials which led to his own departure from Canton. But the danger of Canton ousting Hongkong with regard to the major portion of the exports and imports from and into South China must be steadily faced and any legislation which would have a retaliatory or a restrictive effect on the shipping of the port would be open to severe condemnation. Hongkong has largely won her proud position in the shipping world by the excellent facilities afforded for trans-shipment of cargo, the absence of oppressive shipping dues and the free admission of goods on which it is usual to place a duty. In other words the fact that there is no Customs House in Hongkong has given an immense impetus to its commercial importance. So that when the day arrives—and may it be far distant—that the Government deems it essential to impose fresh burdens on those who live in the Colony it is permitted to anticipate that whatever fresh taxation is required will come out of the pockets of the general public and that there will be no attempt to hamper or dislocate the trade of the port by the levying of dues on imported goods. That policy is, of course, subject to certain exceptions, as in the case of liquors, tobacco, etc., but, broadly, the general assumption may be allowed. Now then we come to the proposals of the British Government which have been submitted with the object of meeting the deficit of sixteen millions sterling and providing for the financial requirements of the ensuing year. It is proposed to increase the tax on tobacco to the extent of a halfpenny an ounce, while those in receipt of unearned incomes are to be still further mulcted. As a Shanghai contemporary suggests the first may be intended in a measure to pay part of the nine millions required for old age pensions, while the second may be considered a delicate method of making those who clamour for more "Dracunculids" pay the piper. As the *Mercury* says, however, "Tobacco already brings in nearly fourteen millions sterling, and income and property taxes, over thirty millions. These sources would not seem capable of sustaining much further demand upon them. For some of the proposals we have been prepared for some time. The increased liquor taxes and licences were expected, and those concerned have insured themselves against them; and it was more or less taken for granted that an attack would be made on the sinking fund, a policy which Lord Cromer, in a recent speech at Leeds, foreshadowed and was prepared to justify to the extent of £4,000,000. The Chancellor of the Exchequer is satisfying himself with £3,000,000. The taxes on motor-cars and on petrol are simply an extension of the same principle as that on which carriages used for pleasure are taxed." No doubt exceptions will be made where motor-driven vehicles are used for purely business and professional purposes, but with the tax as a whole there will be few who can offer serious objection to its imposition. It is certain that the man "who can afford to buy and run motor cars costing a thousand pounds or more, can well afford the taxation to be placed on them, much more so than the working man with a thousand shillings a year can afford to pay duty on tea and sugar necessary for the maintenance of his wife and family. We have scant sympathy with the cry of poverty emanating from those incomes ranging between one and three thousand pounds, and still less with those over that sum. The addition of an extra twopenny to their income tax is merely a sign of the times, and if in any way it tends to reduce extravagant living it will be a national blessing." With regard to the proposal to tax land values we arrive at a matter which though long discussed has never come before the public in the tangible form in which Mr. Lloyd George presents it. "The state will henceforth take one-fifth of the unearned increment of the value of urban land." That is the statement, and, though the amount expected from it is only expected to be some £350,000, it is the insertion of the thin end of a wedge which in time will result in the rending apart of a great and consolidated injustice, or injustice it is when betterment, built up by the combined effort of a great community, is all appropriated by a microscopic minority. There is also to be a tax of a half-penny in the £ on the value of undeveloped urban land, which is expected to realise another £350,000. We are told by the contemporary already quoted that with regard to the proposed increase in the income tax, the scheme is based on the report of a Select Committee which met in 1906 and was presided over by Sir Charles Dillke. It may of course now be taken that the income-tax is a permanent source of revenue, though it was originally proposed as a temporary expedient and dispensed with when the need was over, but none the less it is any part either in its creation or perpetuation

overdraw the uses to which it would be put. In the report of Sir Charles Dillke's Committee there are given two series of calculations by Sir Henry Piquette of the apparent yield of two alternative rates of progressive super-tax on net incomes of over £5,000 a year. The rate was 3d. in the pound on net incomes from £5,000 to £10,000, in addition to the existing Income Tax, rising by 6d. and 9d. to 1/- super-tax on incomes over £40,000. The alternative scheme was one of a super-tax rising from 6d. to 1/- additional to the existing tax. The apparent yield was estimated in round figures at £3,250,000 a year on the lower scale and £6,500,000 on the higher. By means of calculations based on the house duty a maximum figure was obtained of about 12,000 persons having over £5,000 a year income, with an aggregate income of £121,000,000. Of course the fact that the majority if not all the members of the House of Commons, particularly those in the opposition, are in receipt of large incomes may lead to much heart-burning when this portion of the Budget comes up for discussion but the member with a cool £5,000 a year is not likely to make much noise about his personal objections and the ordinary working man with his £1 a week will be in a position to understand who are his friends just as those in receipt of old age pensions understand now the great difference between unfulfilled promises and adopted measures. The Budget is exceptionally democratic in its principles and it is just possible that the Government of Hongkong may take the cue from certain of the new proposals submitted.

LOCAL AND GENERAL.

H.R.H. Prince Fushimi left Mukden by the evening train on 10th inst. for Kwangchengze.

The Government intends to send Prince Tsai Chen to Japan to express thanks for Prince Fushimi's attendance at the funeral.

The students of the Tokio Higher Commercial School held a grand meeting on 11th inst. and unanimously decided to leave the school en masse.

SAPPER William Ascott charged a ricksha coolie in the Police Court to-day, with refusing to complete a journey, while under engagement. The coolie was fined \$4.

The Ministry of War has brought nineteen Krupp guns from Germany, which have been transported on the Siberian Railway to Kwangchengze and are being taken to Peking.

We are informed by the Agents (Messageries Maritimes) that the cargo of silk shipped on board the *Caedmon* which left this port on the 13th April was delivered in Lyons on the 15th May.

The Chinese Government has telegraphed orders to the provincial authorities to ascertain the number of foreigners who occupy branch insurance offices and dispensaries in non-treaty ports.

Mr. Nathan Blumenthal, manager of the Astor House Hotel, prosecuted three coolies in the Police Court to-day, for being in the servants' quarters of the hotel without permission. A fine of \$7 each was imposed.

Two coolies, who appear to have just arrived from Canton, were charged in the Police Court, to-day, with theft. They were accused of stealing from the counter of a shopkeeper of 21/- Queen's Road Central \$10 in subsidiary coins. The case was remanded.

It is reported that the number of coolies going to Vladivostok has dwindled down to less than one-fourth of what it was last year, largely because of the poll-tax of Rs. 15 which has been imposed on each incoming coolie since the recent closing of the port to free trade.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Li Kam Chuen \$ 50
Kwok Ching Chan 50
Lo Ye Shing 10

Quite a number of wireless telegraphy records have been made on the Pacific lately. The United States transport *Sheridan*, which arrived at Honolulu on April 6th, was never out of wireless communication from the time Manila was left until Honolulu was reached.

As in spite of the strict interdiction enforced against the importation of morphine, it has been found that this drug is still being smuggled into the Empire for improper use, the Waiwupu has issued orders to improve the laxity of the Customs and has also requested the Diplomatic Corps to bid their nationals in strict terms to cease violating the prohibition.

A SHANTUNG dispatch to Shanghai vernacular papers states that with regard to the College which, it has been proposed, should be opened in Shantung by the Germans, it is decided to give most attention to law and political sciences, as these are most needed, for no political or law schools are allowed to be opened by private persons under the Educational Regulations enforced by the Ministry of Education. Mining and Navigation will also be taught in this institution, and only students who have graduated from an elementary school will be admitted. Towards the cost of building, which is estimated at \$170,000 the Chinese Government contributes \$10,000. It will also contribute \$10,000 for annual expenses, which are about \$37,000. Operations have been begun for the building of the College.

West River Floods.

RELIEF PARTY'S REPORT.

FITTING FLIGHT OF INHABITANTS.
[From Our Own Correspondent.]

Canton, 15th May.
The first party of relief members that was despatched on the 11th instant on board the steam-launch *Tai Wai* with foodstuffs, gunny bags, and other articles of necessity to the flooded districts to assist the sufferers, returned to Canton yesterday with a report to the effect that on the morning of the 11th instant they left Canton on board the *Tai Wai* and arrived at about 9 p.m. at Lan Shek where the embankments of the Tung On Wai had given way and the floods appeared to have gained nearly the same height as that of last year, or, to be exact, one foot and a half lower. On the following morning the party arrived at Lo Lao, in Samshui, and there found the dykes of the Wing Fung Wai considerably damaged. The villagers in large crowds to the number of several thousands earnestly solicited for rice. Many others were seen to gather on the neighbouring hills to seek refuge in a most pitiable condition. To each of these unfortunate the party distributed ten catties of rice. Those in charge of the expedition consulted with the local gentry for the best possible method of carrying out their work, and as a result banded over 3,000 catties of rice to the gentry with which to boil congee for distribution and also erected a number of large mats on the hills to provide accommodation for the destitute. The Tsun Hou Wai was broken in three different places, varying about five hundred feet, and here about a dozen lives were lost and several houses collapsed. The dykes of the Fung Kung Wai were also washed away to the extent of 450 feet. On the morning of the 13th instant, the members of the party proceeded to Ha Wei Ki, where the embankments were found to be damaged over an area of some three hundred feet and the people were obliged to seek shelter on the high roads. After distributing rice to the sufferers in the latter place, the party proceeded to Ching Yuen district, where they met the local magistrate and with his aid gave away the remaining supplies to the sufferers and later returned to Canton.

WORK HELP.

The Central Relief Committee has again sent out another emissary with a further 30,000 catties of rice to the flooded districts for distribution among the sufferers.

SUBSCRIPTION LIST STARTED.

The Canton vernacular journal *Kwok Si Po* has started a subscription list inviting donations towards the funds for the relief of the sufferers. Telegrams have also been sent to Chinese residing abroad soliciting subscriptions in aid of the unfortunate people.

APPEAL FOR HELP.

A letter has been received from the Kwong Nung district informing the Central Relief Committee that the embankments in that district have given way in various places and that foodstuffs are urgently needed for the relief of the people.

A HOPEFUL OUTLOOK.

The present flood has not, according to report, caused such an extensive damage as that of last year, but it covers nearly the same areas in the riverine districts. Excellent weather has been prevailing during the last three days and it is expected that the floods will soon entirely subside.

THE "SIAM DIRECTORY."

A NEW BANGKOK PUBLICATION.

Among the publications which are bound to prove of value and commercial importance to the merchant may be counted the *Siam Directory*, the first issue of which has just been issued through the enterprise of the *Siam Observer*. Anyone who has had anything to do with the compilation of a directory, even the simplest, will realise the difficulties that occur at the outset in ensuring accuracy and simplicity, and at the same time the necessity of presenting the information in a convenient form has not to be overlooked, but when there is added to that the special knowledge required in collating the facts concerned with a foreign country such as Siam, where all the customs and nomenclature are opposed to Western notions and training, these difficulties are increased a hundredfold. The new *Siam Directory* red-ands to the credit of the Editor, Mr. H. G. Gough, whose long experience of the country admirably fitted him for the work in question and it is now possible to find at a moment's notice the name of any firm doing business in Bangkok and that of any foreign resident or Siamese notability. Some of the names of the latter would form an excellent exercise for a spelling "B," and like the chairman at company meetings we will take them as read. Still we are inclined to wonder how his familiars address the Royal Prince who rejoices in the cognomen of Bhanubandhawongse Voradej Bhanarangsai? The Directory contains a brief history of Siam, a description of the capital, an epitome of several of the more important treaties, a short description of the Customs tariff, etc. Special sections are set apart for the foreign business houses in Bangkok and their employes, while there is a comprehensive alphabetical list of foreign residents. A together the *Siam Directory* is a comprehensive compendium for the desk of the commercial agent, the shipping agent and the business man generally. It is printed at the office of the *Siam Observer* and costs the reasonable sum of five shillings.

RETURN of visitors to the City Hall Library and Museum for the week ending the 15th May, 1909:—

	Library.	Museum.
Non-Chinese	493	300
Chinese	218	291
Total	711	591

RAUB GOLD MINE.

IMPORTANT DISCOVERY OF QUARTZ IN ANDERSON SHAFT.

It had been anticipated for some time a good discovery might be made in the Anderson shaft of the Raub gold mine, and it is now announced that the expected lode has been struck, and that, at the date of writing, Mr. Martin was able to state that it was sixty inches wide and worth 10 cwt. to the ton. From the fact that Mr. Martin also states that a new head gear is in course of construction at this shaft, and that a considerable amount of work has been, and is being, effected in and around this particular spot, the inference is that the present discovery of valuable gold-bearing quartz may be the precursor of other discoveries, and that the output of Raub may be accordingly increased at a not very far distant date. Indeed, it is generally believed that the chief importance of the discovery in the Anderson shaft is that it confirms a theory formed as to the direction taken by other important gold-bearing seams, for which reason shareholders and others will no doubt await the manager's next report with more than the usual amount of interest.—*Straits Times*.

THE CHIEF JUSTICE'S JUDGMENT.

HIP ON'S APPEAL CASE.

Further argument was continued in the Supreme Court, to-day, before the Full Court, comprising the Chief Justice (Sir Francis Pigott) and Mr. Justice Gompertz, in the appeal case brought by the Hip On Exchange and Loan Company, Ltd., appellants, and Li Po Yung, the respondent.

The appellants moved to reverse the judgment of the Chief Justice in an original action in as far as it directed: (1) That the sale by the appellants to Kwok Yik Ting of certain property, the subject of a counter-claim, be set aside, and that the consequent entries be made in the Land Office Register; and (2) that the appellant's claim, as plaintiffs in the action, be dismissed as against the respondent Li Po Yung with costs; and (3) that the appellants and Kwok Yik Ting (the defendant to the counter-claim) pay to Li Po Yung his costs of the counter-claim. The defendant to the counter-claim, Kwok Yik Ting, asked that the judgment, whereby it was directed that the sale of the properties from the Hip On Insurance Co., Ltd., to the appellants be set aside, be reversed in so far as it declared such sale to be invalid. Li Po Yung appealed on the ground that the release of Li Po Kam from liability under the mortgage also released him.

The Hip On and Yuen Shing Companies were represented by Mr. H. E. Pollack, K.C., instructed by Mr. H. L. Denny (of Messrs. Denny and Bowley); Li Po Yung was represented by Messrs. M. W. Slade and E. Potter, who were instructed by Mr. F. Paget Hett (of Messrs. Bunton and Hett).

Mr. Slade addressed the Court at length on the question of law, and the case was further adjourned.

CANTON DAY BY DAY.

OUTBREAK OF FIRE.

[From Our Own Correspondent.]

Canton, 15th May.
In the early hours of this morning, fire broke out in Tung Mun Street, when three buildings were burnt down.

HOUSE COLLAPSE.

Shortly after noon on the 14th instant, a building in Yau Lan Moon, near the new bus, suddenly collapsed without previous warning. Fourteen persons were injured as a result of the accident.

ROYER'S ARREST.

Wong Fook, a robber who had taken part in the piracy of the steam-launch *Kwong Wai* in the West River a short time ago, was arrested in Lung Wan on the 13th instant. The culprit has now been handed over to Admiral Li Chuo to be dealt with.

HIT WITH A BRICK.

ACTION FOR DAMAGES SETTLED.

We are given to understand that the action brought by C. Sequeira, a ticket collector, in the employ of the "Star" Ferry Company, Limited, against the contractor, Lam Woo, for damages, alleged to have been caused by the negligence of those employed by the contractor, has been settled. The claim, it will be remembered, was for \$1,000, and as far as the report goes \$500 have been paid over to the claimant. Lam Woo has the contract for erecting a building in Pedder Street, and it is stated that one Sunday morning a month ago while plaintiff and some lady friends were passing the building a loose brick became dislodged and fell, striking plaintiff on the head. Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appears for the plaintiff. The defendant is represented by Mr. Atkinson (of Messrs. Deacon, Looker and Deacon).

DUKE Tsai Tse, President of the Ministry of Finance, intends to adopt the suggestion contained in Commissioner Tang Shao-yi's memorandum on Financial re-organization on account of their practicability.

As already mentioned, the Kawasaki Dockyard of Kobe has been favoured by the Japanese Naval Department with an order for the construction of a second-class cruiser of 3,000 tons. The Mitsui Bishi Yard at Nagasaki has received a similar order. The *Japan Chronicle* now learns that the cruiser ordered from the Mitsui Bishi Yard is to be laid down about the end of this year and completed in 1912. This vessel will be fitted with a Parsons turbine, while the cruiser to be built at the Kawasaki Yard will be fitted with a Curtis turbine. The advantages of two styles of turbine can thus be fully tested. The orders just given to the two yards mentioned are regarded as a test of the shipbuilding of the two firms and of the respective advantages of the American and English turbines.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

EXPLOSION IN SHANGHAI.

MATCH FACTORY RUIN.

EMPLOYEES KILLED AND WOUNDED.

[From Our Own Correspondent.]

Shanghai, 17th May, 2.55 p.m.

There has been a terrific explosion in the Match Factory to-day.

Nine persons employed in the factory were killed and four others wounded.

The factory is ruined.

The cause of the explosion is believed to be the careless handling of phosphorus.

MACAO DELIMITATION QUESTION.

COMMISSIONER'S SEAL.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

The Waiwupu has deputed an official with instructions to deliver the Seal for the Special Commissioner to settle the question of the boundaries of Macao.

CANTON-HANKOW RAILWAY.

THE FOREIGN LOANS.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

Yielding to the pressure by the British Minister, Chang Chih-tung has agreed to accept a loan from the British Syndicate for the construction of the Canton-Hankow Railway, and another from Germany for the Hankow-Chengtu line.

SHANGHAI-NANKING RAILWAY.

PROPOSED REDEMPTION.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

The Ministry of Posts and Communications is dissatisfied with the working of the Shanghai-Nanking Railway and proposes to redeem it in order to place it under the management of the Ministry.

THE EMPRESS DOWAGER.

ASKED TO ADMINISTER STATE AFFAIRS.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

It is reported that several high officials have bribed many of the Censors and they have accordingly presented a memorial praying the Empress Dowager to administer State affairs.

PRATAS ISLAND.

EARLY SETTLEMENT DESIRABLE.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

Viceroy Chang Jen-chun has repeatedly urged for an early settlement of the Pratas Island dispute, as in the present excited condition of the minds of the Cantonese further delay may give rise to disturbances.

CANTON.

GOVERNORSHIP PROPOSED.

[By courtesy of the "Sheung Po."]

Peking, 16th May.

It is proposed by the Grand Council to have a Governor appointed for Canton, so as to relieve the Viceroy of certain of his multitudinous duties.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE AFFAIRS.

IN THE FOREIGN PRESS.

[By courtesy of the "Sheung Po"]

Peking, 16th May.

The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries to the effect that, whenever they observe any incorrect reports concerning China in the foreign Press, they are to take suitable steps to rectify the errors.

PRINCE CHING.

DENOUNCED FOR ALLEGED B-IBERY.

[By courtesy of the "Sheung Po"]

Peking, 16th May.

Censor Wong Sui-jun has denounced Prince Ching for having, it is alleged, received bribes indiscriminately and giving official appointments to his adherents.

Prince Ching is determined to resign.

THE SHANGHAI TAOTAI.

DISMISSAL PROPOSED.

[By courtesy of the "Sheung Po"]

Peking, 16th May.

The Grand Council has telegraphed to Viceroy Tuan Fang proposing to dismiss the Shanghai Taotai.

In his reply, Viceroy Tuan Fang stated that, Taotai Tsai Nai-huang was guilty of a dereliction of duty only in connection with the failure of the Yuen Yuen Bank in Shanghai, but as he is a capable official he might be exonerated.

THE "MANCHURIA" PUNCTUALITY.

A DISAPPOINTED PASSENGER.

The stern punctuality which the Pacific Mail Steamship Company exercises in sending its big liners off to the Orient was strongly impressed yesterday on Thomas W. Brown, a well-known travelling man, who piloted an automobile and a tug against the speed of the steamship in a vain pursuit along the waterfront and down the bay, reports the *San Francisco Chronicle* of to-day.

Brown, who was booked to sail on the *Manchuria* for Manila, arrived at pier 42 a few minutes after 10 o'clock, just as the faces of those crowding the liner's deck were becoming indistinguishable to their friends on the wharf. Brown took his disappointment almost cheerfully; in fact, he showed less interest in the fact that he had been left behind than did the crowd which thronged the pier. Stopping long enough to light a cigar, Brown got into an automobile and the driver was directed to make all speed for Meigs wharf.

"We'll catch her, all right," said Brown, as the machine tore through the dust of the water front docks. When Meigs wharf was reached the *Manchuria* was just abreast, but it could be seen from her increasing speed that the screws were beginning to revolve faster.

The United States tug *Golden Gate*, Commander Berry, lay alongside the cargo office, and into this Brown leaped, and it was now a race on the *Manchuria*'s own track, but the gallant little white tug was no match for the liner, and although she kept on doggedly, the *Manchuria* drew away from her until, when the Heads were reached, the big steamship was plowing her inexorable way far ahead. The *Golden Gate* then turned back, and Brown will have to wait for the next steamer. His baggage occupies a deserted stateroom on the *Manchuria*, and there will be a vacant place at the table on the run across the Pacific.

SHIPPING AND MAILS.

MAILS DUE.

German (*Luzon*) 19th inst.
French (*Sydney*) 24th inst.
German (*Prins Waldemar*) 28th inst.
Canadian (*Empress of Japan*) 3rd prox.

The C. N. Co.'s s.s. *Chinan* left Shanghai on 16th inst., and may be expected here on 19th inst.

The Imperial German Mail s.s. *Prins Sigismund*, which left here on 22nd ult., arrived at Sydney yesterday, at 8 a.m.

The Imperial German Mail s.s. *Derfflinger* left Shanghai on 15th inst., at 7 p.m., and may be expected here on 18th inst., at daylight.

The M. M. Co.'s s.s. *Sydney*, with the French mail of the 25th ult., and mails from London of the 24th ult., left Singapore to-day, at 3 p.m., and may be expected to arrive here on 24th inst., morning, and will leave for Shanghai and Japan on the same afternoon.

"HISTORIC" SHANGHAI.

A VOLUME OF FASCINATING CHARM.

Local histories must always have a circumscribed field and their appeal must always be limited, but the local histories has seldom a topic of such varied interest or of such international significance as is to be found in the rise of Shanghai to its present position of principal emporium of an Empire of nearly four hundred millions of souls, the commingling of the commercial, political, and financial interests of every civilized nation, giving to Shanghai and its history a character unique. Of all that is involved in the story of this great port Mr. Montalto de Jesus, in this sketch of Shanghai's history, gives us the *finis et origines*, and we cannot delay saying that his volume is one of fascinating charm and will earn the gratitude of all Shanghaians and of those whose interests are wider still, those whose first concern is rather the interplay of political forces and the move and countermove of diplomacy in the Far East; for the history of Shanghai is bound up with much wider things than its own commercial or municipal destiny. Opened to the world in response to the hard knocks of foreign guns, foreign endeavours saved it from the devastation that would otherwise surely have laid it low during the rebellions of the Taipings, and foreign nations again secured for it immunity from attack during two of China's wars. To the student of larger affairs its history is of interest as embodying the growth of an ideal, the gradual reduction of conflicting views and interests into a harmony of compromise without sacrifice of essentials, and the concrete expression and sanction of international amalgamation in the Far East. From this point of view we are inclined to question some of Mr. Montalto de Jesus's interpretations of facts and ascriptions of motive, but as probably every reader will approach the subject with his own preconceptions, and as every writer on the subject would certainly do so, we cannot hold our author in default on that account; but rather we are unreservedly thankful that the slightly Anglophobe and Sionphobe symptoms of his earlier work have very largely disappeared and on the whole, even where we regard his judgment as being in error, we recognize the fair-minded manner in which it is expressed.

THE ONLY SERIOUS CRITICISM.

Having disposed of this, we have to make of Mr. de Jesus's volume, we may proceed to suggest to our readers exactly what is the scope of the work and what is the bearing of the past, as pictured for us in these pages, on the present. Passing over the days before there was a foreign Settlement at Shanghai we may note that there was at one time a possibility that this history could never have been written. The claims of Chusan, that delightful island, were at one time regarded as not unworthy to be set up against those of Shanghai as a place suitable for the establishment of a foreign Settlement, but the geographic and commercial instinct, decided in favour of Shanghai, just as, at an earlier stage of European intercourse with China the claims of Chusan had given way before the commercial and military instinct which favoured Hongkong. Mr. de Jesus gives a spirited narrative of the opening of Shanghai and of the events that led to the Treaty of Nanking. He then proceeds to discuss the rise of the foreign Settlements and the circumstances under which this event took place. There can be little question that in the somewhat casual negotiations conducted by Captain Balfour with the Taotai for the settlement of the regulations governing foreign residence at Shanghai there was little of the forthrightly necessary to the great administrator, Mr. de Jesus points out that Consul Balfour had in mind merely British interests, and whilst we cannot agree with Mr. de Jesus in commending his attitude in this regard we would note that from the first he kept in mind the fact that other nationalities would be seeking a lodgement in the newly opened port, and under his successors hard facts brushed aside Balfour's theories. The

TWO SALIENT FACTS.

of the Regulations were that provision was made for the amenability of other foreigners to the code and that Chinese residence within the Settlement was interdicted. It was not long before other nationalities sought to establish their Settlements, but by 1842, as Mr. de Jesus tells us, regulations were made for the welding together of the original Settlement, commonly known as the British Settlement, the French Concession, and the American pseudo-Settlement, and at the inauguration of the new régime Consul Alcock dwelt upon a need and an ideal that we have frequently emphasized in these columns, viz., "laws whereby the whole foreign community should be equally amenable," "unity in constitution, purpose and government." Mr. de Jesus tells us that there was no difficulty in this regard as far as the British authorities were concerned, for they "never regarded the Settlement originally assigned to British merchants together with any rights or privileges therein acquired by the Government as a means of excluding other foreigners therefrom."

MR. DE JESUS'S INTERESTING NARRATIVE we cannot follow in detail, but we may touch on some points of special interest. Mr. de Jesus puts the extremely vexed question of Chinese residence in the Settlement in a clear light when he says, "From a purely foreign reservation the Settlement became a native Alsace, the southern portion becoming blocked with abominably overcrowded and filthy hovels, fraught with danger of fire and pestilence, rife with brothels, opium shops and gambling dens." To the Consul's representations on this subject the Taotai replied that according to the original Land Regulations native domicile was interdicted within the Settlement; now, however, tenements were built by foreigners to accommodate natives, regardless even of the risk incurred in harbouring people of bad character indiscriminately. The Council eventually took this view, and limited its action to the suppression of disreputable houses.

CONCLUDING.

THE ASPIRATIONS OF THE SETTLEMENT.

for absolute freedom we are given some most carefully digested and interesting information, including that of a scheme whereby the "leading citizens unfolded the outlines of a free-city under the protection of the four Great Powers most in touch with China, but exercising its own government through its own officers, to be elected under a system of suffrage that would give the controlling power to the owners of property, native and foreign, the city and its environs to be incorporated under a strong government." Throughout the book we are coming across foreshadowings of what must undoubtedly be the solution of Shanghai's great question, the admission of Chinese to a share in its government and we constantly find the Consul upholding the frequently forgotten fact that the soil of the Settlement is the soil of China. Consul Medhurst pointed this out, and Sir Frederick Bruce discounted "any administrative system which set at naught the territorial rights of the Chinese government." Nay, more, "When the Taotai sought to levy one after another kind of tax on native residents within the Settlement, Sir Frederick Bruce repeatedly upheld the right of the local Chinese authorities to do as they pleased in the matter." Again, in 1883 Sir Richard Rennie suggested that the new code of Regulations and by-laws proposed for the government of the Settlement should be submitted to an experienced lawyer. The result was a sweeping revision of both Regulations and by-laws and the affirmation of the principle that "for any amendment thereto confirmation by the Peking government was required."

THE LOVE OF FAIR PLAY.

that has always actuated the representatives of Great Britain in the Far East is admirably illustrated in Mr. de Jesus's account of the origin of the Imperial Maritime Customs. During the Taiping rebellion the Chinese Customs House on the Bund was pillaged and wrecked by the rebels.

"The situation then assumed a peculiar phase. All native authorities being locally overthrown, the foreign mercantile community regarded the Treaty as then in abeyance, inasmuch as there were no officials to carry out its stipulations; and it was argued that where no customs-house existed there could be no obligation to observe its rules and pay its duties. Nevertheless Consul Alcock declared that the capture of a port could in no way abrogate a solemn Treaty with the Empire; that the Treaty obligations remained binding in spite of one of the contracting parties being for the time being incapacitated from giving full effect thereto; and that this incapacity arising as it did from that contracting party being beset by calamities, was the reason why its rights should be ignored, but on the contrary constituted the strongest argument for the honest recognition of such rights." Consul Alcock announced provisional rules for clearing ships in the absence of customs officials, the amounts due on imports and exports to be paid in to the British Consulate either in silver or in promissory notes, to be eventually handed over to the Chinese authorities. Several other nationalities joined this arrangement for a week or two, but soon, defected, the first to drop out being the United States Consul, who was also a merchant. For several months this system was in working order, and received the emphatic approval of the British Minister in Peking, but eventually through force of circumstances it broke down, and on Consul Alcock's initiative the Imperial Maritime Customs took its place. In the meantime, British integrity had cost British merchants hundreds of thousands of dollars.

"We have perhaps dealt rather with one aspect of the matters covered in this interesting volume, but it must not be assumed that other aspects of Shanghai's history are overlooked. The book is written with

A WIDE OUTLOOK.

No narrow view of the place held by Shanghai is taken, as the following extract from the Preface will show.

"The pride of Shanghai, however, rests more upon the memorable struggle which proved to be an empire's deliverance of its terrible scourge—the Taiping rebellion. In this glorious liberation Shanghai figured as the central point, only to remain unparadoxically unmentioned and unnamed. It is precisely from this central point that a history is most needed, inasmuch as the great influence which the reign of terror had upon the destinies of Shanghai, for good and for evil, can never be adequately gauged without full light being thrown on local conditions at that stirring epoch. Thence dated the marvellous growth of the foreign Settlements. . . . It is mainly from this standpoint that the writer has striven to meet a long-felt need in presenting a faithful picture of what will ever be regarded as the most historic and interesting period in the annals of Shanghai."

DEDICATED TO GORDON.

of whom an excellent portrait appears. Mr. de Jesus realizes, and his readers will realize with him, the great part that Shanghai played in the destinies of China at that time of stress and storm, and he points out that the Chinese Government was slower to see this aspect to express its sense of gratitude.

We trust that what we have said will make it clear to our readers that "Historic Shanghai" is a book worthy of the attention alike of the general reader and the student. For the benefit of the latter the frequent citation of authorities is invaluable, and a good index enables him to turn up any particular point with facility. With abundant and excellent illustrations, clearly printed in a comfortable type, and neatly and strongly bound, "Historic Shanghai" should take a place on every Shanghai bookshelf, and should also appear on the shelves of all who take a serious interest in the affairs of the Far East.—*Saturday Review*.

NO WAR, a boatman, was in the Police Court to-day, fined \$5 for driving a stake into the roadway at Kennedy Town yesterday. In order to anchor his craft.

Today's Advertisement.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"SYDNEY"

Captain Rebutat, will be despatched for the above Ports on or about MONDAY, the 24th instant.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Agent.

Hongkong, 17th May, 1909.

JUDGMENT RESERVED.

IN THE RECLAMATION DISPUTE CASE.

In the Supreme Court, on Saturday, his Lordship the Chief Justice (Sir Francis Figgott) reserved his decision in the well-known reclamation dispute, in which the Governor is suing one Chu Ping, of 313, Des Voeux Road, for the specific performance by the defendant of the agreement dated 19th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to assign an equitable proportion of the reclamation to Marine Lot No. 134, or to pay an equivalent sum of money to the owners of Sections B. and D. of the said lot, and also for the specific performance of a second agreement dated 24th July, 1903, for certain declarations, and for costs.

The Chief Justice's decision, which should prove of considerable interest, is expected to be delivered in a few days' time.

Mr. H. E. Pollock, with Mr. H. L. Denney (of the Crown Solicitor's office), appears for the plaintiff. Mr. M. W. Slade and Mr. C. J. Albaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represent the defendant.

HOW CHINA IS WAKING UP.

MOTOR-CAR SERVICE THROUGH THE GOBI DESERT.

SLOWLY OUSTING THE RUSSIANS.

The *Tageblatt fur Nord China* publishes an interesting article on the growth of Chinese power in Mongolia. It says that important Chinese colonial questions are being solved unostentatiously, and that Tibet, Mongolia and Manchuria are becoming more Chinese than ever they have been. As the means of strengthening her national position in the Dependencies, China is sending to those places enormous numbers of emigrants. To send coolies and peasants in as large numbers as it desires to these countries, thinly peopled by native tribes, costs the Peking Government only the small labour of edicts to the Governors of provinces suitable for such emigration, and small financial aid in special cases.

An army of about 40,000 men, drilled by Japanese instructors, and armed with modern weapons, has been placed during the past two years in the region of Urumchi, and the old frontier posts of Kuldja and Bulun-tchou have been strengthened. In the so-called further Mongolia, to the north of the Gobi desert, the sudden activity of the Chinese Governors Kobdo and Ulaissui is filling the consuls charged with the maintenance of Russian interests in Urga and Ulaissui with anxiety. Even in these places, which are only reached after a tedious desert journey from Peking, the military as well as the economic power of the Chinese is making slow but steady progress.

Since 1907 in East Mongolia there have been camps of regular Chinese troops. The endeavours of China in Mongolia are not only directed against the attempts of Russia to obtain food in that country, but also against the independent Mongolian princes. The interest of independence and the danger threatening them from Peking makes the Mongolian princes the natural allies of the Russians, who are more sympathetic to them than the Chinese. The author asks of what avail that is against the irresistible forward march of Chinese settlers and traders with whom Russian traders cannot compete.

The overland trade of the tea caravans through the Gobi Desert via Kinkia, which brought occupation to thousands of Mongols, and made the people dependent on Russian gold, has found other ways. Kinkia is a town of the past, and a house of eight rooms can be obtained for twenty-five roubles a year.

Instead of that, the Russians are planning the first automobile communication through the Gobi Desert between Urga and Kalgan, which will shortly be connected with Peking by rail.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	109 1/2
Do, demand	109 7/16
Do, 4 months' sight	109 9/16
France—Bank T.T.	254
America—Bank T.T.	41
Germany—Bank T.T.	83
India T.T.	233 1/2
Do, demand	234
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. 100	26 1/2
Japan—Bank T.T.	265
Java—Bank T.T.	27
Buying.	
3 months' sight L/O	109 15/16
3 months' sight L/O	109 13/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight	45 1/2
30 days' sight Sydney & Melbourne	109 15/16
4 months' sight France	254 1/2
6 months' sight	255 1/2
4 months' sight Germany	83 1/2
Bar Silver	24 1/2
Bank of England rate	24 1/2
Gold	113 1/2

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

WEDNESDAY,

the 19th May, 1909, at 2.30 P.M., at their Sales Rooms, No 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising—
Double BRASS BEDSTEAD with WIRE MATTRESS, TEAKWOOD SIDEBBOARD and DINER WAGGONS with BEVELLED GLASS, SILK TAPESTRY COVERED DRAWING ROOM SUITE, Double TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, DINING TABLE and CHAIRS, DINER SERVICE, GLASS, CROCKERY and E.P. WARE, CARPETS, RUGS, a quantity of CANTON BLACKWOOD WARE, &c., &c.

ALSO
One CARMINA, One COTTAGE PIANO, One very Old VIOLIN, ELECTRIC FANS, AND
2 FOWLING PIECES.

Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.
Hongkong, 17th May, 1909. [416]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are, being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th May, 1909. [417]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUTSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after 4 P.M. the 18th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 17th May, 1909. [418]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 17th May, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"NAMUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 17th May, 1909. [419]

Intimations.

THE DAIRY FARM CO., LTD.

BUTTER

40, 60, 65, 70 and 75 Cans per lb.

OUR SPECIAL

"HONEYSUCKLE"

BRAND.

Cannot be equalled in Asia.

\$1 a lb.

Hongkong, 15th May, 1909. [380]

INSURANCE MAN seeks Engagement. 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR"

C/o Hongkong Telegraph.

Hongkong, 30th April, 1909. [382]

NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH A SHOEOING FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,

Manager,

Kennedy's Stables.

Hongkong, 4th May, 1909. [392]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	10.00 a.m.	Every 15 minutes.
7.30 a.m.	11.00 a.m.	Every 15 minutes.
8.00 a.m.	11.30 a.m.	Every 15 minutes.
8.30 a.m.	12.00 p.m.	Every 15 minutes.
9.00 a.m.	12.30 p.m.	Every 15 minutes.
9.30 a.m.	1.00 p.m.	Every 15 minutes.
10.00 a.m.	1.30 p.m.	Every 15 minutes.
10.30 a.m.	2.00 p.m.	Every 15 minutes.
11.00 a.m.	2.30 p.m.	Every 15 minutes.
11.30 a.m.	3.00 p.m.	Every 15 minutes.
12.00 p.m.	3.30 p.m.	Every 15 minutes.

B.

Dr. Knott, Mrs.
 E. F. Kumble, Dr.
 Mr. Lloyd, Mr.
 Mr. and Mrs. Lings, Mr.
 Nell, Miss Carter Longridge, Rev.
 an, Mr. Martin, R.
 and A. Miller, Mr.
 Mr. and Mrs. Mitchell, R.
 Col. Monk, A. V.
 on, E. Montfield, Engr.-Com.
 Mr. and Mrs. and Mrs.
 Mrs. Moreno, A.
 Col. & Mrs. Colaianni, Mr.
 Mr. and Mrs. Orr, J. W.
 Paul, Mr.
 Rev. and Mrs. Perkins, T. L.
 Capt. and Mrs. Phillips, Mr. and Mrs.
 the, Mr. Probyn, R.A.M.C., Major
 en. G. G. Rissland M.C. and Mrs.
 R. K. Miss
 Ro, Mr. Rogers.
 Rogers, Miss
 Sawyer, Mrs.
 Mr. and Mrs. Sayle, Mr. and Mrs.
 ck, H. Shier, A.
 Mr. Smith, A. Findlay
 Mr. Southland, Mr. and
 Mr. and Mrs. Stacpole, Lt.-Col.
 and, F. A. Stadt, Mr. and Mrs.
 day, W. T. Van der
 en, Rev. Thompson, L. & Mrs.
 Weyers, W. M. Thornhill, Rev.
 Mr. Twiss, Capt. and Mrs.
 Mr. and Mrs. E. White, Mr. and Mrs.
 dy, Mr. Wood, David
 J. C.

ASTOR HOUSE.
 L. H. Kelly, W. H.
 Mr. Lennox, Mr. and Mrs.
 H. Madden, J. F.
 F. L. Madingar, Dr. J. S.
 Mrs. G. Macarvins, Mr.
 G. Marshall, Dr. J. S.
 W. Marshall, Mr.
 J. L. McKean, Mr.
 P. J. Morrill, E. W.
 o, S. Morris, Miss Harriet
 and, Mr. and Mrs. Musso, V. F., Marquis
 a, A. and Marchese S.
 Mr. and Mrs. Oriolo
 A. W. Niejahr, Albert
 Mr. and Mrs. S. Potter, J. S.
 Mr. and Mrs. S. Rae, Mr. and Mrs. A. L.

Mr. and Mrs. F. Ramello, Mr.
V. Ramsay, R.
I. Raygondeau, Mr.
W. V. Robinson, M. A.
ds. A. Saggie, T. W.
Van Setna, S. D.
A. J. M. Stepney, C. H.
s, L. C. Vorst, Miss Van
Walker, F. W.
Mr. and Mrs. Williams, L.

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Alger	and class cruiser	4,330	22	5,100	Commander Fournier	Shanghai
Argus	river gunboat	180	6	570	Lieut. d'Enlène	Canton
Brix	armoured cruiser	4,630	16	5,700	Capita. Daplessis	Shanghai
Décide	gunboat	550	10	900	Lieut. de Linarès	Shanghai
D'Entrecasteaux	1st class armoured cruiser	8,300	26	15,500	Capt. Thibault	Yokohama
Dry	river gunboat	170	6	500	Lieut. de Malandreville	Upper Yangtze
Felbo	river gunboat	150	4	280	Lieut. Puech	Tongku
Taking	steam-launch	—	—	—	—	Upper Yangtze
Vigilante	river gunboat	180	6	270	Lieut. Biseuil	Canton

† Flagship of Rear-Admiral Ferrin, Commander-in-Chief.

	Gunboats.				Reserve.		Saligon
Alphre	—	275	—	—	—	—	—
Alon	—	500	—	—	—	—	—
Salomonette	—	270	—	—	—	—	—
Bonclier	—	260	—	—	—	—	—
Donnadie	—	240	—	—	—	—	—
Dinotiers	—	241	—	—	—	—	—
Eclair	—	300	—	—	—	—	—
Acquin	—	—	—	—	—	—	—
Achéron	armoured gunboat	1,650	8	1,700	Lieut. Bertrand	—	Saligon
Aloette	gunboat	500	7	400	Commander Badin	—	Saligon
Omélie	gunboat	500	6	500	Capt. L. Gervais	—	Saligon
Sturgeon	sub-marine	70	—	60	Lieut. Combet	—	Saligon
Fronde	destroyer	500	7	6,300	—	—	Saligon
Henri Rivière	river gunboat	150	6	150	—	—	—
Lynx	sub-marine	350	—	180	Lieut. Mure	—	Saligon
Manche	surveying-ship	1,400	10	900	Commander Ragot de la Touche	—	Saligon
Mousquet	destroyer	300	7	6,300	Commander De la Roche Keradran	—	Saligon
Felbo	sub-marine	300	7	60	Lieut. Monnier	—	Saligon
Diérol	destroyer	300	7	7,000	Commander Mortenol	—	Hongay
Protée	sub-marine	70	—	60	Lieut. Morris	—	Saligon
Redoutable *	battleship, reserve	9,310	37	6,300	Commander Mortenol	—	Saligon
Six	armoured gunboat	1,810	8	1,600	Capt. Drosel	—	Saligon
Alon	destroyer	280	6	6,500	Lieut. Seriot	—	Saligon
Vauban	torpedo-depot	—	—	—	In Reserve.	—	Saligon
Vétras	torpedo-depot	—	—	—	Commander Mortenol	—	Saligon
					Lieut. Bihel	—	Hongay
						—	Capt. Buhl-Jacques

(*) Flagship of Rear-Admiral Richard Foy

B.

Dr. Knott, Mrs.
 E. F. Kumble, Dr.
 Mr. Lloyd, Mr.
 Mr. and Mrs. Lings, Mr.
 Nell, Miss Carter Longridge, Rev.
 an, Mr. Martin, R.
 and A. Miller, Mr.
 Mr. and Mrs. Mitchell, R.
 Col. Monk, A. V.
 on, E. Montfield, Engr.-Com.
 Mr. and Mrs. and Mrs.
 Mrs. Miss Moreno, A.
 Col. & Mrs. Colaianni, Mr.
 Mr. and Mrs. Orr, J. W.
 Paul, Mr.
 Rev. and Mrs. Perkins, T. L.
 Capt. and Mrs. Phillips, Mr. and Mrs.
 M. Probyn, R.A.M.C., Major
 Rlesland M.C. and Mrs.
 -H.
 R. K. Miss
 Rogers, Mr.
 Rogers, Miss
 Sawyer, Mrs.
 Sayle, Mr. and Mrs.
 Shier, A.
 Smith, A. Findlay
 Southland, Mr. and
 Mr. and Mrs. Stacpole, Lt.-Col.
 and, F. A. Stadt, Mr. and Mrs.
 day, W. T. Van der
 en, Rev. Thompson, L. & Mrs.
 Weyers, W. M. Thornhill, Rev.
 Mr. Twiss, Capt. and Mrs.
 Mr. and Mrs. E. White, Mr. and Mrs.
 dy, Mr. Wood, David
 J. C.

ASTOR HOUSE.
 L. H. Kelly, W. H.
 Mr. Lennox, Mr. and Mrs.
 H. Madden, J. F.
 F. L. Madingar, Dr. J. S.
 Mrs. R. Macarvins, Mr.
 J. Marshall, Dr. J. S.
 J. W. Marshall, Mr.
 D. L. McEwan, Mr.
 P. J. Morrill, E. W.
 o, S. Morris, Miss Harriet
 and, Mr. and Mrs. Musso, V. F., Marquis
 and, A. and Marchessault, S.
 Mr. and Mrs. Oriolo
 A. W. Niejahr, Albert
 Mr. and Mrs. S. Potter, J. S.
 Mr. and Mrs. S. Rae, Mr. and Mrs. A. L.

Mr. and Mrs. F. Ramello, Mr.
V. Ramsay, R.
I. Raygondeau, Mr.
W. V. Robinson, M. A.
ds. A. Saggie, T. W.
Van Setna, S. D.
A. J. M. Stepney, C. H.
s, L. C. Vorst, Miss Van
Walker, F. W.
Mr. and Mrs. Williams, L.

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

[illegible]

(*) Flagship of Rear-Admiral Richard Fox

B.

Dr. Knott, Mrs.
 E. F. Kumble, Dr.
 Mr. Lloyd, Mr.
 Mr. and Mrs. Lings, Mr.
 Nell, Miss Carter Longridge, Rev.
 an, Mr. Martin, R.
 and A. Miller, Mr.
 Mr. and Mrs. Mitchell, R.
 Col. Monk, A. V.
 on, E. Montfield, Engr.-Com.
 Mr. and Mrs. and Mrs.
 Mrs. Miss Moreno, A.
 Col. & Mrs. Colaianni, Mr.
 Mr. and Mrs. Orr, J. W.
 Paul, Mr.
 Rev. and Mrs. Perkins, T. L.
 Capt. and Mrs. Phillips, Mr. and Mrs.
 M. Probyn, R.A.M.C., Major
 Rlesland M.C. and Mrs.
 -H.
 R. K. Miss
 Rogers, Mr.
 Rogers, Miss
 Sawyer, Mrs.
 Sayle, Mr. and Mrs.
 Shier, A.
 Smith, A. Findlay
 Southland, Mr. and
 Mr. and Mrs. Stacpole, Lt.-Col.
 and, F. A. Stadt, Mr. and Mrs.
 day, W. T. Van der
 en, Rev. Thompson, L. & Mrs.
 Weyers, W. M. Thornhill, Rev.
 Mr. Twiss, Capt. and Mrs.
 Mr. and Mrs. E. White, Mr. and Mrs.
 dy, Mr. Wood, David
 J. C.

ASTOR HOUSE.
 L. H. Kelly, W. H.
 Mr. Lennox, Mr. and Mrs.
 H. Madden, J. F.
 F. L. Madingar, Dr. J. S.
 Mrs. R. Macarvins, Mr.
 J. Marshall, Dr. J. S.
 J. W. Marshall, Mr.
 D. L. McEwan, Mr.
 P. J. Morrill, E. W.
 o, S. Morris, Miss Harriet
 and, Mr. and Mrs. Musso, V. F., Marquis
 and, A. and Marchessault, S.
 Mr. and Mrs. Oriolo
 A. W. Niejahr, Albert
 Mr. and Mrs. S. Potter, J. S.
 Mr. and Mrs. S. Rae, Mr. and Mrs. A. L.

Mr. and Mrs. F. Ramello, Mr.
V. Ramsay, R.
I. Raygondeau, Mr.
W. V. Robinson, M. A.
ds. A. Saggie, T. W.
Van Setna, S. D.
A. J. M. Stepney, C. H.
s, L. C. Vorst, Miss Van
Walker, F. W.
Mr. and Mrs. Williams, L.

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Aiger	and class cruiser	4,330	22	5,100	Commander Fournier	Shanghai
Argus	rivar gunboat	180	6	570	Lieut. d'Elleane	Canton
Brix	armoured cruiser	4,630	16	5,900	Capita Daplaris	Saipon
Décidé	gunboat	510	10	900	Lient. de Linarès	Shanghai
P-Entrecasteaux ?	ssr clas armoured cruiser... ..	8,300	26	19,500	Capt. Thibault	Yokohama
Ory	rivar gunboat	170	6	500	Lient. de Malendreville	Upper Yangtze
Felbo	rivar gunboat	150	4	280	Lient. Puech	Tongku
Viking	steam-launch	—	—	—	—	Upper Yangtze
Vigilante	rivar gunboat	180	6	270	Lient. Biseuil	Canton
i Flagship of Rear-Admiral Ferrin, Commander-in-Chief.						
<hr/>						
	Gunboats.				Reserve,	Saipon
Uphre	275	—	—
-lon	500	—	—
Salonnette	270*	—	—
Bouclier	260	—	—
Jomanda	184	—	—
Mastere	240	—	—
Eacor	141	—	—	...	Kailashan
Acquin	300	—	—
Achéron	armoured gunboat	1,650	8	1,700	Lient. Bertrand... ..	Saipon
Nauvette	gunboat	500	7	400	Commander Badin	Saipon
Ombite	gunboat	500	6	500	Capt. L. Gervais	Saipon
Sturgeon	sub-marine	70	—	60	Lient. Combet	Saipon
Fraude	destroyer	500	7	6,300	—	Saipon
Haut Rivière	rivar gunboat	150	6	180	—	Railphone
Lyx	sub-marine	350	—	50	—	Saipon
Manche	surveying-ship	1,405	10	900	Lient. Mure	Saipon
Mousquet	destroyer	304	7	6,300	Commander Ragot de la Touche... ..	Saipon
Fels	sub-marine	300	7	1,000	Commander De la Roche Keradran... ..	Saipon
Ciclot	destroyer	300	7	600	Lient. Monnier... ..	Saipon
Protée	sub-marine	70	—	60	Commander Mortenoi	Hongay
Redoutable *	battleship reserve	0,310	37	6,300	Lient. Morris	Saipon
Six	armoured gunboat	1,810	8	1,600	Capt. Prost	Saipon
Alton	destroyer	280	6	6,500	Capt. Seriot	Saipon
Vauban	torpedo-depot	—	—	—	In Reserve... ..	Saipon
Vétras	torpedo-depot	—	—	—	Commander Mortenoi	Saipon
					Lient. Blah	Hongay
						Capt Bail-Jacques

(*) Flagship of Rear-Admiral Richard Fox

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,000,000	Final of £1 and bonus of 5/- for 1908 @ 1/8 = 316.024	5 1/2 %	\$950 buyers London 690
National Bank of China, Limited	99,925	67	67	\$4,000,000	\$10,000,000	\$1 (London 1/6) for 1903	7 1/2 %	\$51 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$50	\$50	\$1,500,000	none	\$14 for 1907	7 1/2 %	\$107 1/2
North China Insurance Company, Limited	10,000	115	115	\$1,500,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 204 buyers
Union Insurance Society of Canton, Limited	10,000	\$100	\$100	\$1,500,000	\$1,464,911	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	5 1/2 %	\$845
Yangtze Insurance Association, Limited	10,000	\$100	\$100	\$1,500,000	\$7,764,7	\$12 and bonus \$3 for 1907	7 1/2 %	\$225 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$100	\$1,500,000	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$108
Hongkong Fire Insurance Company, Limited	10,000	\$100	\$100	\$1,500,000	\$1,568,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$15	\$15	\$1,500,000	\$1,015	\$1 for 1906	7 %	\$12
Douglas Steamship Company, Limited	10,000	\$10	\$10	\$1,500,000	Nil	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamship Co., Ltd.	10,000	\$15	\$15	\$1,500,000	\$20,270	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 %	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$1,500,000	413,755	6/- for 1907 on Preference shares only @ 1/9 11/16 = \$1.156	4 %	\$51 buyers
Shanghai Turf and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 4,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 53 buyers
"Shell" Transport and Trading Company, Limited	10,000	10	10	\$1,500,000	\$68,817	Second interim of 1/- for a/c 1908	7 1/2 %	Tls. 55 buyers
"Star" Ferry Company, Limited	10,000	10	10	\$1,500,000	508	\$1.00 for year ending 10.4.1908	4 1/2 %	\$26 buyers
Take Tug and Lighter Company Limited	10,000	Tls. 50	Tls. 50	Tls. 48,470	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,500,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,500,000	Dr. \$15,813	\$3 for 1907	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 4,173	Tls. 3 1/2 for year ending 31.8.08	...	100.175 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	11	11	\$1,500,000	\$11,550	Interim of 1/6 (coupon No. 12) for year ending 29.10.09	7 %	Tls. 161 buyers
Rub Australia Gold Mining Company, Limited	150,000	18 1/2	18 1/2	\$1,500,000	Dr. \$2,191	No. 12 of 1/- = 12 cents	...	\$94 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gas) & Co., Limited	10,000	\$25	\$25	\$1,500,000	Dr. \$7,421	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,500,000	\$30,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$58 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,500,000	\$5,718	Final of \$4 making \$8 for 1913	11 %	\$7 1/2 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 33,712	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 %	Tls. 35 buyers
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 697,257	Tls. 22,816	Final of Tls. 6 making Tls. 10 for 1908	5 %	Tls. 121
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Dr. \$1,134	Tls. 6 for year ending 29.10.09	6 %	Tls. 101 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,500,000	Dr. \$2,220	\$2 1/2 for year ending 30.6.07	...	\$5 1/2
Central Stores, Limited	10,000	\$10	\$10	\$1,500,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$7 1/2 ex n.d.
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$1,500,000	\$9,553	Final of \$5 making \$6 for 1908	...	\$12 a new
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,500,000	\$16,475	Final of \$5 1/2 making \$7 for 1903	7 %	\$9 buyers
Humphry & Knate & Pincus Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,436	60 cents for 1908	6 1/2 %	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,500,000	\$278	\$1 1/2 for 1908	5 %	\$30
Sau Hai Land Investment Company, Limited	70,000	Tls. 50	Tls. 50	Tls. 1,033,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	\$1,500,000	1,968	Final of \$1 making \$4 for 1908	9 %	\$44
COTTON MILLS.								
Ewo Jotson Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,820	Tls. 5 for year ending 31.10.1908	4 1/2 %	Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	\$9,553	50 cents for year ending 31.7.08	6 %	\$8 1/2 sales
In an official Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,379	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,212	Tls. 4 for 1908	...	Tls. 112
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 31,772	Tls. 15,911	Tls. 50 for 1906	...	Tls. 400
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	\$12 1/2	\$12 1/2	\$1,500,000	\$4	1/100 per share for 1907 = 1.037	10 %	\$10 1/2
China-Borneo Company, Limited	60,000	\$12 1/2	\$12 1/2	\$1,500,000	...	\$1.20 or 1908	9 1/2 %	\$12 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$11,138	50 cents for year ended 28.2.06	...	\$6
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,500,000	\$1,407	80 cents for 1908	8 1/2 %	\$9 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	\$1,500,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$16 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500,000	\$3,755	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$8.90 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holt, Limited	21,000	\$20	\$20	\$1,500,000	\$18,000	\$2 for year ending 29.2.09	9 1/2 %	\$21 1/2 ex div.
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$18 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500,000	\$7,616	Final of \$1 1/2 per share making \$3 for 1908	12 1/2 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500,000	\$8,190	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$24
Mitsubishi Bussan Kaisha, Ltd.	25,000	Gs. 100	Gs. 100	Tls. 63,914	Tls. 3,612	1st Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 1,140 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,500,000	\$7,471	80 cents on fully paid shares and 6 cents on 20 paid shares for year ending 30.4.08	6 %	\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	\$18,640	None	3 %	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,801	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 112 1/2 b.
Shanghai-Somatra Tobacco Company, Limited	30,000	Tls. 30	Tls. 30	Tls. 24,820	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	6 %	Tls. 140 buyers
Shanghai Waterworks Company, Limited	16,850	\$20	\$20	Tls. 320,000	Tls. 29,038	Final of 1/- making 45/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	...	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$136	40 cents for year ending 31.5.08	8 %	\$5
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000	\$172	60 cents for year ending 31.12.04	5 %	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,500,000	\$1,360	100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	\$1,500,000	\$6,438	Interim of 50 cents a/c 1908	6 1/2 %	\$9
William Powell, Limited	15,000	\$7	\$7	none	\$3,95	Final of 50 cts. making 80 cts. for the year ending 30.6. June, 1906	...	\$3 buyers

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

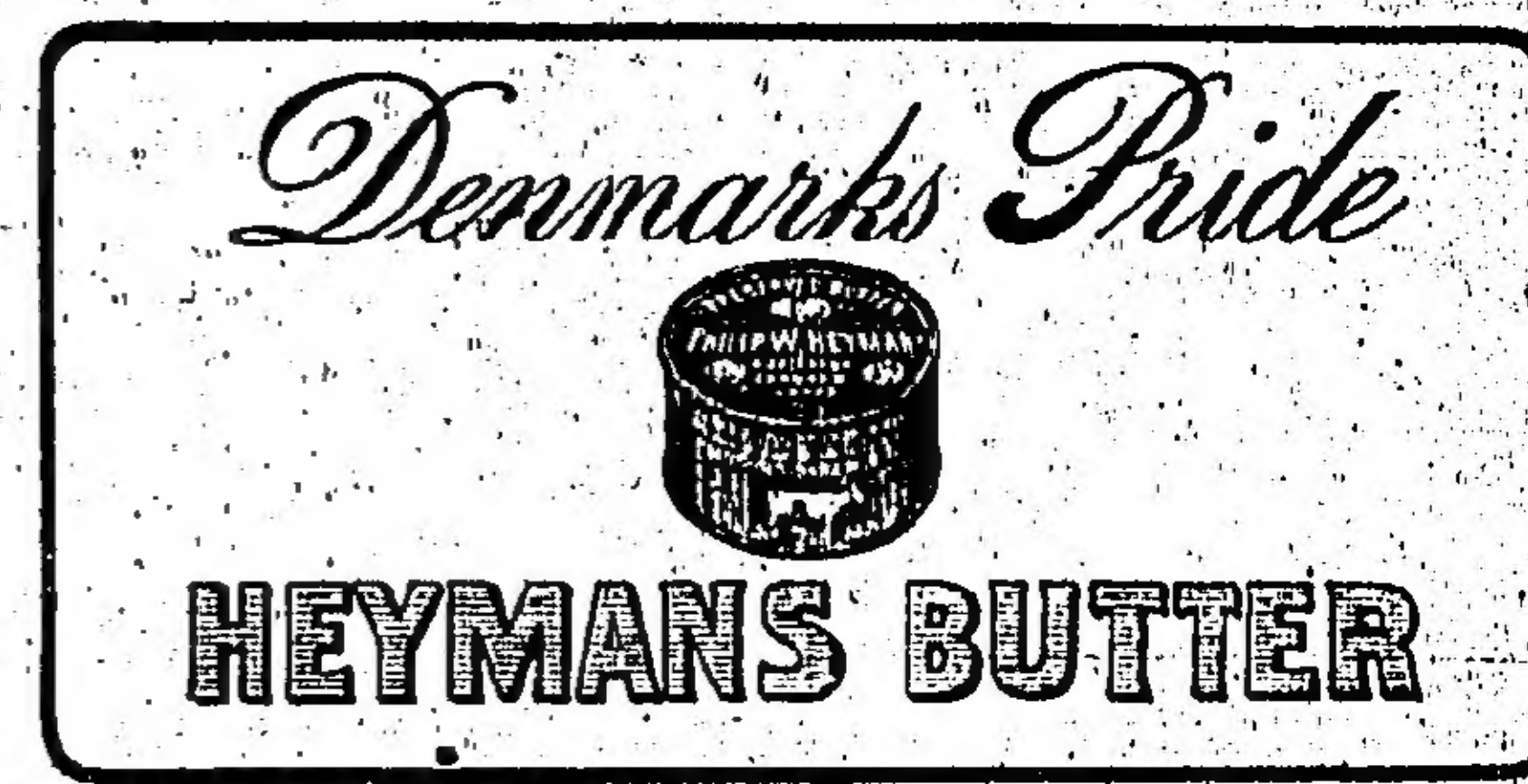
SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Fines, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

358

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nervous power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful impudency, or other influence incidental to the weak and feeble and liable to overstrain of modern life. Symptoms, trembling, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, humbling dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensation, nervous headache, sweating disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c., restores the falling energies and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

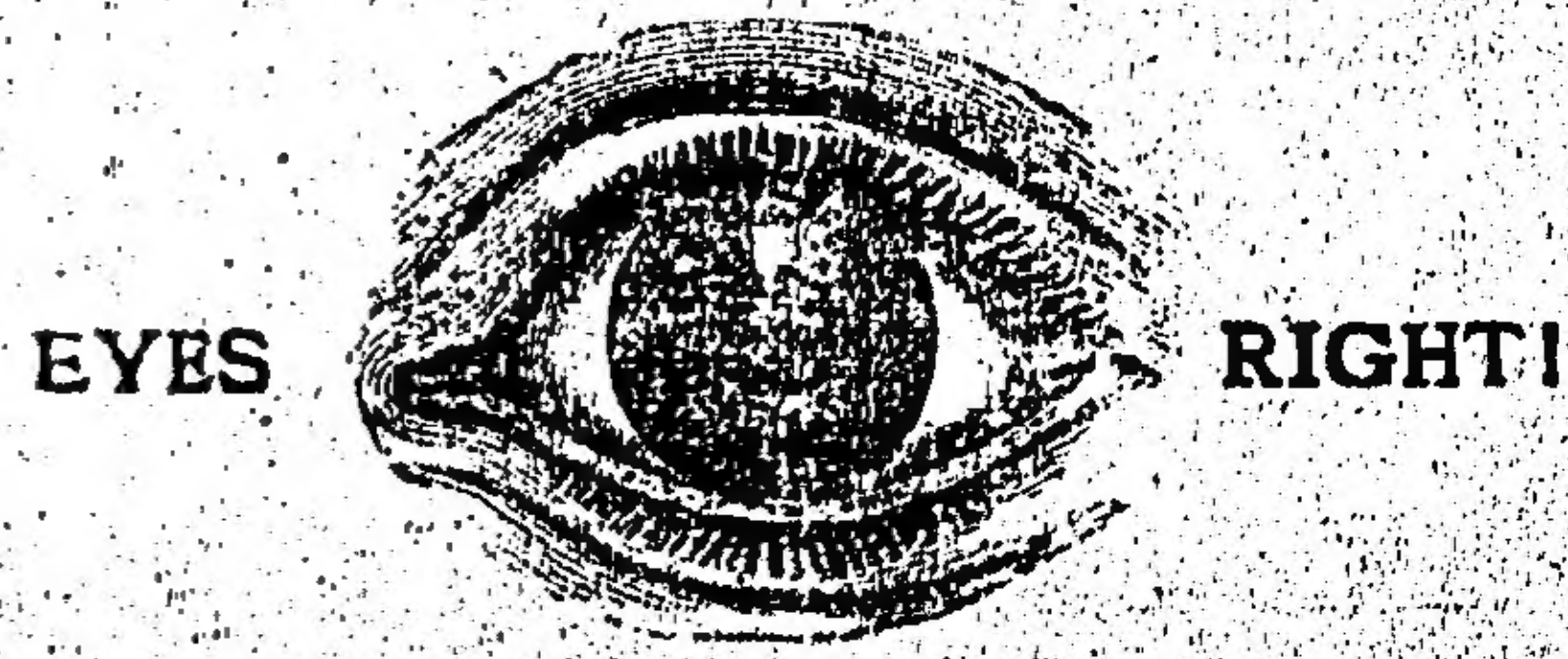
VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other impaction of the blood from whatever cause arising. No sooner is it rubbed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and fear and panic or overstrain of modern life. Symptoms, trembling, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, humbling dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensation, nervous headache, sweating disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c., restores the falling energies and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine" whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price is 1/6 per bottle. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effective means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangement, secondary symptoms, stricture, &c., and so on, and is a most valuable and complete work. Post free in plain envelope on receipt of Postal Order, 1/6, from The VETARZO REMEDIES Co., Gospel Oak, London, or of Agents for above medicines. Price 10 pence Post Free.

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